



Byway. This section also includes information on other Maryland Scenic Byways that cross or parallel the National Road corridor.

Scenic Resource Conservation Priorities have been mapped on Figures 4-56 through 4-60 at the end of the chapter. A discussion of preservation strategies for scenic views and resources begins on page 5-10, under Special Views.

The Maryland Historic National Road Scenic Byway crosses straight through seven physiographic provinces, providing a unique geologic cross-section of the state. Although the intention of early road planners was to lay out road segments as straight as possible between towns, it was not always possible to do so. Both the federally funded section and the series of pikes that connected Cumberland with Baltimore had to bend to accommodate the steeply sloped ridgelines, since the technology was not available to “blast” through the hill as was done by Interstate 68 at Sideling Hill. Jack Caruthers notes that crossing “Sidelong Hill,” as it was originally called, was a problem from frontier times onward.

The original point-to-point layout of much of the federally funded section of the National Road reveals the dramatic topography and splendid vistas from each of the successive series of ridgetops. In western Maryland, much of the character of the early period of road building (the “Heyday”) can still be seen today.



Photograph by Gilbert, Peasberg  
LOOKING DOWN THE WESTERN SLOPE OF LITTLE SAVAGE MOUNTAIN, ACROSS RED RIDGE TO MEADOW MOUNTAIN (IN THE EXTREME DISTANCE).  
The farm-house on the right-hand side of the road in the middle distance is owned by Thomas Johnson, descendant of the first state governor of Maryland.

In some cases, the views from the corridor were apparent even to early travelers in the 1800s, specifically if they had the luxury of enjoying the trip from the seat of a stagecoach. The German traveler Frederick Von Raumer wrote, “The parallel ridges of the Alleghenies running from northeast to southwest rise and fall so frequently and present so great a variety of mountain and valley, that the attention is continually excited and yet never wearied” (Raitz 231).

Robert Bruce’s 1916 guidebook, *The National Road* described several fine views, many of which can still be appreciated today. Today’s version of the views described by Bruce were photographed by the consultant and some images are incorporated into this document (Figure 4-29).

The following sections describe the views from the National Road, organized by physiographic province, from west to east (See Figure 4-30, across bottom of page).

### ***Allegheny Plateau***

The Allegheny Plateau (the section of the Appalachian Plateau that appears in Maryland) is a high, flat region. Scenic views may be seen from the crests of small ridges, such as at the vicinity of Keysers Ridge (Figure 4-31), Negro Mountain, Sugar Point, Meadow Mountain, Red Ridge, and Walnut Hill.



Figure 4-29 Early 1900s landscape near Savage Mountain (top), and as seen today (bottom). The highway to the left of the white barn in the bottom photo is I-68. Governor Johnson’s mansion is on the right.



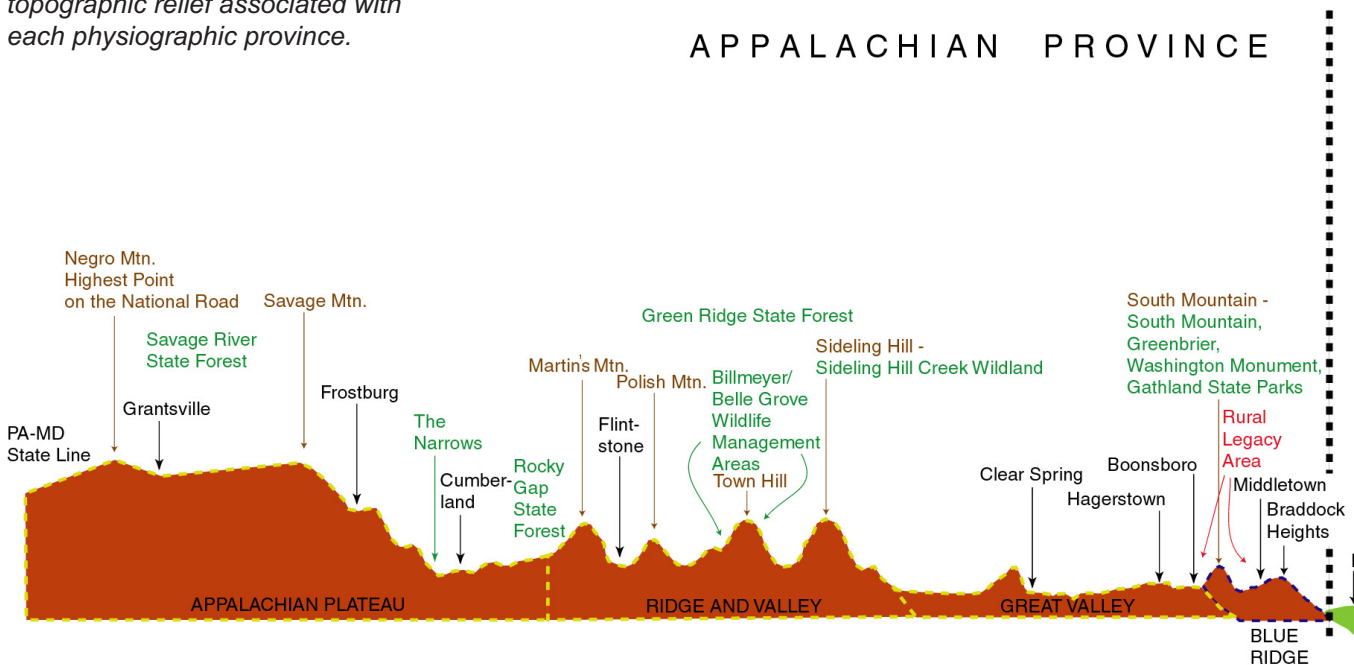
Just west of the Garrett and Allegany County line, a bend in the road provides panoramic views of the lower lands at the crest of Savage Mountain, described by Robert Bruce in his 1916 tour guide of the National Road. The view is not currently accessible due to a lack of a safe place for cars to pull off and for people to admire the view. A fence also currently blocks the view.

### Valley and Ridge

At Cumberland, on the western edge of the Valley and Ridge province, the gentle, largely undeveloped scenic views on the Allegheny Plateau give way to a more industrialized, urbanized, and developed presence. “Lovers Leap,” a precipitous outlook over the Narrows, provides a stunning view of the Narrows, just northwest of Cumberland. The land is a mix of public and privately owned land but is not currently promoted for public use. Photographs of the view from Lovers Leap can be seen at the Toll House in LaVale (Figure 1-9, Chapter 1).

The route crosses a series of forested ridges, from the tops of which scenic panoramas are available. For example, a scenic overlook was built along the road at Martin’s Mountain (Figure 4-32). The route name (Maryland 144) becomes Scenic Route 40 at Fifteen Mile Creek, before reaching Town Hill (Figure 4-33), where another scenic overlook was built, across from the historic Town Hill Hotel.

Figure 4-30 Exaggerated cross section of the Byway, showing the topographic relief associated with each physiographic province.



The Maryland Historic National Road Scenic Byway  
Exaggerated Geological Cross Section  
(adapted from Raitz, 1996)



Figure 4-31 View northwest of Keyzers Ridge, near Maryland and Pennsylvania state line. (Garrett County)

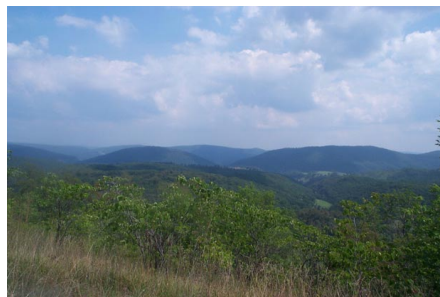


Figure 4-32 View from Martin's Mountain (Allegany County) (photo by Kristin Aleshire)

On top of Sideling Hill is a third scenic overlook, which once provided a magnificent panoramic view of the valley. Trees have grown up to partially block the view, now closed to travelers by Washington County (Figure 4-34). East of Sideling Hill, the route name changes from Scenic Route 40 to US 40.

The areas that have just been discussed are the most mountainous in Maryland. Bruce states, "Practically throughout the ten miles or so from Indian Springs to just beyond Hancock, where road and river part, there is a succession of wonderful pictures...every angle furnishes a somewhat different and always fascinating view."

Approaching Hancock, apple orchards can be seen in the hilly country (Figure 4-35). At Clear Spring, the scenic character of the Byway changes from forested ridges to rolling farmland.

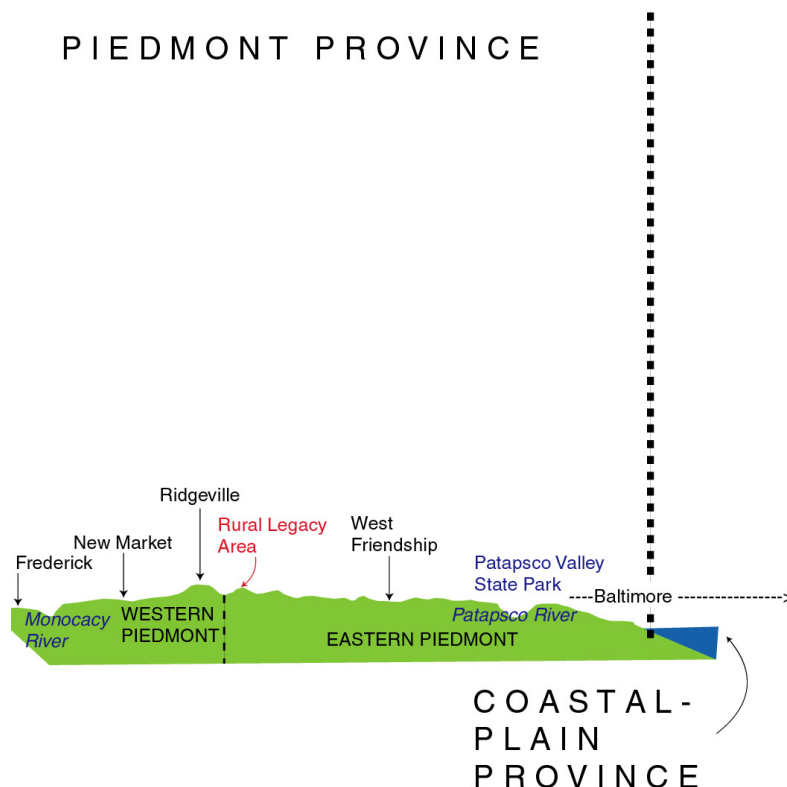
### **The Great Valley**

In between the town of Clear Spring and the hamlet of Wilson, several farmsteads date from the mid-19th and early 20th century. Their plowed fields and rolling pasture land create an especially scenic series of views for the traveler.

East of Conococheague Creek and Wilson, views are of more developed land, with a rural residential and suburban quality. In Hagerstown itself, the land is extensively developed. Following the Byway southeast out of town, views begin to open up again, and

scenic views of farmland can be found just south of Funkstown and at Rose Mill (Figure 4-36). The Byway connects the small rural hamlets of Rose Mill and Benevola, approaching the scenic farmland which is located northwest of historic Boonsboro. A small subdivision on "Scenic View Court" faces in the same direction as the view and does not block views of the beautiful South Mountain ridge (Figure 4-37).

Heading east in Washington County, the Byway leaves the Great Valley province and climbs scenic and historic South Mountain, part of the Blue Ridge Mountains.







## ***The Blue Ridge***

The Blue Ridge is a mountain chain with two ridges in Maryland, South Mountain to the west and Catoctin Mountain to the east. Views are scenic approaching South Mountain, from the top of the mountain (Washington Monument State Park), and around Middletown.

Washington Monument State Park on South Mountain contains a spectacular overlook located approximately one mile from the Byway, from which the surrounding Middletown Valley can be admired. The Appalachian Trail crosses by this landmark.

Leaving South Mountain, the Byway passes through historic and scenic Turner's Gap on its way into Middletown (Figure 4-38). The view into the town is scenic due in part to the compact settlement (now under growth pressure) and a white spire of a historic church. Approaching the town from the east, the spire is striking against the backdrop of South Mountain.

## ***The Eastern and Western Piedmont Region***

The Piedmont province is characterized by rolling hills, higher on the western edge towards Middletown, and flatter on the eastern side. In 1916, Robert Bruce characterized a trip through this area as "Through Small but Interesting Places."

Leaving Middletown and the Blue Ridge for Frederick, a scenic overlook can be found at Braddock Heights, with a good view of the Middletown Valley. Braddock Heights was a planned resort community founded in 1896. In 1916, Bruce noted, "Fine views are had in every direction from this summit." Citizen Advisory Board member John Fieseler snapped the view from the overlook as seen today, Figure 4-39. The lands visible from the overlook are part Priority Funding Area (where development is encouraged) and part Rural Legacy Area (where conservation is encouraged).

Historic downtown Frederick is fully developed. However, areas of existing farmland remain in Frederick and Howard Counties (Figure 4-40), associated with the towns of Middletown, New Market, Mt. Airy, Poplar Springs, Lisbon, Cooksville, and West Friendship. These rural villages and towns played an important part in the history of the corridor as "stopovers" for travelers along the route. In the Piedmont, however, it is sometimes difficult for the visitor to tell where one town ends and another begins due to lack of signage. The state has obtained agricultural easements for a few farms, helping to protect the rural views in these areas. A large Rural Legacy Area is found to the south and west of Poplar Springs, but stops short of targeting land immediately adjacent to and visible from the Byway.

A number of small, attractive farms can still be found along the Byway in the Piedmont Province. Citizen Advisory Group member and Middletown Planner Kristin Aleshire, who bicycled the Byway for two



*Figure 4-33 View from Town Hill (Allegany County)*



*Figure 4-34 View from Sideling Hill Scenic Overlook (Washington County)*



*Figure 4-35 View of Tonoloway Ridge, apple orchard in lower left corner. (Washington County)*



*Figure 4-36 Farmland at Rose Mill (Washington County)*



Figure 4-37 View of farmland northwest of Boonsboro looking towards Catoctin and South Mountain. The short cul-de-sac across the street is called Scenic View Court. (Washington County)



Figure 4-38 View west of Byway near Bolivar (Frederick County)



Figure 4-39 View from Braddock Heights overlook (Frederick County) (photo by John Fieseler)



Figure 4-40 Farmland between West Friendship and Cooksville (Howard County)

days from Cumberland to Ellicott City, remarked that prior to the trip, he didn't know Howard County was "still so rural."

### **Coastal Plain and Fall Zone**

The Fall Zone (often referred to as the Fall Line) marks the boundary between the Piedmont province and the Coastal Plain. Many waterfalls are located along this imaginary line. Geologist Martin F. Schmidt, Jr., notes in his book *Maryland's Geology* that the Fall Zone between the Piedmont and Coastal Plain runs through several major cities along the Atlantic Coast, including Trenton, Philadelphia, Wilmington, Baltimore, Washington, DC, and Richmond. Schmidt notes that towns grew up in these locations since boats travelling upstream from the ocean had to stop due to the major rapids encountered. The location of the Fall Zone from Virginia through New Jersey can be roughly traced by following I-95.

The Byway traverses only a small portion of the relatively flat Coastal Plain in Maryland, a few blocks away from Baltimore's Inner Harbor and the densely developed "urban canyons" of the city's business and government district.

### **Scenic Byways**

Several Maryland scenic byways cross or share the corridor of the Maryland Historic National Road Scenic Byway (MHNRSB). Locations of routes can be found on Figures 4-56 through 4-60. The scenic byways include:

- Atlantic to Appalachians, Washington County (20 miles) – Route from Smithsburg to Williamsport crosses through historic Boonsboro and the MHNRSB;
- Cunningham Swamp (23 miles) – Route begins in Grantsville, Garrett County, at the MHNRSB intersection with MD 495, or Bittinger Road, and passes through the ancient bogs and swamp areas of the Allegany Highlands;
- Savage River Road (23 miles) – Highly scenic route passes rugged parks, rivers, lakes, and forests, intersecting with the MHNRSB just east of the Casselman River Bridge in Garrett County;
- Coal Heritage Tour (54 miles) – Route passes through mid-19th century miners' villages and mill towns, crossing the MHNRSB at the Narrows in Cumberland, Allegany County;
- National Freeway (85 miles) – Scenic corridor through Washington, Allegany, and Garrett counties paralleling the MHNRSB and crossing under and over it. Historic features on the MHNRSB can be glimpsed from the National Freeway in several locations. The highway was constructed to take interstate traffic off of US 40;
- Civil War Battlefields (95 miles) – Route follows the roads marched on by thousands of Union and Confederate troops, shares the road with the MHNRSB in portions of Frederick, Middletown, and Boonsboro in Frederick and Washington counties;



- C&O Canal Route (106 miles) – Parallels the canal for its entire length and passes locks and historic lock houses, canalboat houses, aqueducts, and landings. Intersects MHNRSB at Cumberland; shares the road with MHNRSB from Hancock to Big Pool (multi-state);
- Old Main Streets (47 miles) – Intersects MHNRSB in Frederick. Byway explores quaint towns and villages of Carroll and Frederick counties;
- Baltimore-Washington Parkway (30 miles) – Ceremonial route into Washington, DC from the north, begins at Baltimore Inner Harbor near the MHNRSB;
- Charles Street (10 miles) – Well-known Baltimore artery through fashionable cultural, residential, and commercial districts, intersecting MHNRSB in the downtown commercial center;
- National Historic Seaport (5 miles) – Connects the area's many historic waterfront communities, encircling the port of Baltimore, which was the starting point for many journeys along the MHNRSB; and
- Patapsco Heritage Tour (30 miles) – Byway through Patapsco River Valley, which cradled some of the country's earliest industrial enterprises. Follows a portion of Old Frederick Road, a parallel road and precursor to the MHNRSB.

## **Recreational Significance of the Byway**

This section describes recreational resources found along the Maryland Historic National Road Scenic Byway from west to east.

Recreational areas along the Byway provide year-round activities for the outdoor enthusiast, from golfing to hiking to whitewater rafting to bird watching. In addition, the Casselman River Bridge State Park, located east of Grantsville, was created to preserve one of the most spectacular stone bridges along the National Road. The majority of recreational resources found along the National Road corridor are located in the western part of the state. Locations of recreation lands can be found on the maps at the end of the chapter (Figures 4-56 through 4-60).

Another recreational resource found along the Byway is shopping, including the concentrated antique markets found in Ellicott City, New Market, and other locations.

### ***The Road Itself***

The Byway corridor itself was a tourist destination in the mid 1900s, when the popularity of the road in this function peaked. At that time, the road was lined with motels, tourist cabins, camping facilities, and other user services, including garages.

### ***Garrett County***

#### ***Adventure Sports***

Western Maryland is a natural gateway to the burgeoning group of





outdoor activities referred to as “adventure sports.” Garrett Community College’s Adventure Sports Institute (ASI) is one of the leading programs in teaching outdoor leadership skills, promoting and hosting adventure sports competitions, and providing guide services in the area.

The ASI has been involved in organizing special events since its inception. Noteworthy events include the 1989 Whitewater Slalom Team Trials on the nearby Savage River and the 1st National Adventuresports Forum in 1991. The Institute hosts regional climbing competitions and an annual Intercollegiate Adventuresport Triathlon on an ongoing basis.

There is a unique opportunity to market the amenities associated with the Byway corridor to this audience, especially for long-distance bicycling. In addition, there are several trails, such as the Meadow Mountain Trail, that cross or begin in the vicinity, where trailheads and trail connections can be linked to the Byway.

#### *Casselman River Bridge State Park*

Several remarkable stone bridges were constructed along the National Road corridor, including the Casselman River Bridge east of Grantsville (Figure 4-41), which spans the Little Crossings area. The bridge, constructed between 1814 and 1817, was used until 1933 when it was replaced by a new steel bridge to carry US 40 over the Casselman River. In the 1950s the State of Maryland partially restored the bridge and incorporated it into a state park where it is the chief interpretive site for the National Road in Maryland. A few other stone bridges along the corridor are closed to the public and lie in picturesque (but unsafe) ruins, revealing older alignments and travel needs along the road. Old road alignments and remnants provide recreation for the “serious” National Road enthusiast.



Figure 4-41 Casselman River Bridge State Park, Grantsville

#### *Savage River State Forest*

Savage River State Forest, located west of Frostburg in Garrett County, encompasses 52,812 acres and is the largest facility in the state forest and park system. Recreation features include a boat launch, camping, fishing, flatwater and whitewater canoeing, mountain biking and hiking trails, pet trails, riding trails, hunting (including two miles of access roads for physically challenged hunters), picnic facilities, cross-country skiing, and snowmobiling. The forest is not entirely contiguous, but incorporates large parts of Savage Mountain, Meadow Mountain, and Negro Mountain. The Big and Little Savages are located a few miles southwest of Frostburg and the Byway. Situated here is the Savage River Canyon, with a scenic rock cascade called Jacob’s Ladder, and noteworthy examples of old growth forest.

### ***Alleghany County***

#### *Wills Mountain State Park*

Located northwest of Cumberland atop the steep and potentially



dangerous Narrows, Wills Mountain State Park is not currently promoted by the state. The City of Cumberland is working with the State of Maryland and adjoining landowners to make the park area more attractive to visitors, including the development of safe access into the park, the development of an amphitheater for living history performances, and an environmental education program associated with the interpretation of the geology and natural areas within the park.

#### *Pittsburgh to Cumberland Trail (Great Allegheny Passage)*

A project of the Allegheny Trail Alliance, the Pittsburgh to Cumberland Trail is a planning effort to build a 204-mile trail network from Cumberland to Pittsburgh, Pennsylvania. The trail will connect with the C&O Canal towpath. The planned Great Allegheny Passage trail segment will run nearly parallel with the Byway from downtown Cumberland to the Narrows.

#### *Western Maryland Scenic Railroad*

Located on Canal Street in Cumberland, the Western Maryland Scenic Railroad Station houses a transportation museum on the lower floor (Figure 4-42). The Western Maryland Scenic Railroad operates daily steam and diesel-powered trips over 16 miles between Cumberland and Frostburg.

#### *Canal Place*

Also located in downtown Cumberland at 13 Canal Street, Canal Place is Maryland's first designated Heritage Area, involving the partnership of several local, state, and national agencies. Planned attractions include a re-watered section of the C&O Canal, interpretive boat rides, and exhibits.

#### *Rocky Gap State Park*

The Byway passes along the southern boundary of Rocky Gap State Park, which comprises 3,000 acres of public land located west of Flintstone (Figure 4-43). The 243-acre Lake Habeeb offers many water recreation opportunities. The park is also home to the Rocky Gap Lodge and Golf Resort, a 220-room lakeside lodge with full-service restaurant and 18-hole Jack Nicklaus Signature golf course. Recreation opportunities include camping, boating, fishing, and hiking in addition to golf. Rocky Gap also contains an aviary on-site that is part of Maryland's "Scales and Tales" (nature story-telling) program. The park offers "nature tourism" opportunities with trained DNR staff that include rappelling in the impressive mile-long gorge created by Rocky Gap Run, and white water rafting.

#### *Green Ridge State Forest*

West of Sideling Hill lies Green Ridge State Forest, a 43,000-acre forest that occupies parts of Town Hill, Polish Mountain, and Green Ridge Mountain. The Byway passes through approximately five miles of the forest. Recreational opportunities include biking trails, a boat launch, primitive camp sites, camp fire programs, fishing, flatwater



Figure 4-42 Western Maryland Scenic Railroad Station, Cumberland



Figure 4-43 Rocky Gap State Park (photo by Richard Langton)





Figure 4-44 C&O Canal Visitor Center (photo by Gloria and Ron Jones)

canoeing, hiking trails, the historic Carroll Furnace built in the 1830s, hunting, picnicking, riding trails, a shooting range, snowmobiling, and a visitors center. The forest headquarters are in Flintstone.

#### *Belle Grove and Billmeyer Wildlife Management Areas (WMA)*

These two WMA tracts total 1,100 acres and can be accessed from the Byway (Scenic Route 40) west of the Washington and Allegany County line. Hunting is offered for white-tailed deer, grouse, turkeys, squirrels, woodcock, and rabbits. For physically challenged hunters, a special area has been set aside. Trapping by permit is also possible. Walking opportunities are provided by several trails and old logging roads.

### **Washington County**

#### *Sideling Hill Wildlife Management Area (WMA)*

The Sideling Hill WMA incorporates 3,000 acres of mixed oak-hickory forest on either side of Sideling Hill Creek. Canoeing is possible during the spring melt. White-tailed deer, turkey, grouse, and squirrel hunting are offered, as well as “put-and-take” fishing in the trout-stocked creek. Old logging roads offer both easy and challenging walks.

#### *C&O Canal National Historic Park and Trail*

The C&O Canal Visitor Center and Museum is located on the Byway, just east of the city of Hancock (Figure 4-44). The C&O Canal National Historic Park and Trail is a federal park that winds its way 184 miles from Washington, DC to Cumberland. The towpath is a popular bicycle and walking trail and will eventually connect with the proposed Pittsburgh to Cumberland Trail. The western terminus of the C&O Canal National Historical Park is located in Cumberland, at Canal Place (Allegany County; see below).



Figure 4-45 Washington Monument (1827) and scenic overlook, in Washington Monument State Park. (photo by James Early)

#### *Indian Springs Wildlife Management Area (WMA)*

The Byway crosses the southern boundary of the 6,400-acre state-managed Indian Springs Wildlife Management Area (WMA), located west of Clear Spring in Washington County. Ruins of pioneer homesteads and family cemeteries have been preserved in the area. The WMA also provides deer hunting for bow hunters, as well as deer firearm and muzzleloader seasons. Squirrel, turkey, grouse, woodcock, rabbits, quail, and limited waterfowl hunting is also provided. For anglers, Blair's Valley Lake and Indian Springs Pond are stocked with trout. Hunting dog field trials are held six times a year.

#### *Washington Monument State Park*

Washington Monument State Park boasts the nation's first monument to George Washington, erected by the citizens of Boonsboro in 1827 (Figure 4-45). The park also provides a magnificent scenic overlook, just minutes away from the Byway. Available recreation features include picnic shelters and playing fields, as well as excellent bird



watching opportunities for enthusiasts interested in the migratory birds that pass through the Cumberland Valley.

## **Frederick County**

### *Appalachian Trail*

The Appalachian Trail runs north-south along the South Mountain ridge line and intersects with the Byway just south of Washington Monument State Park.

### *Civil War Heritage Area and South Mountain*

For several miles, the Byway crosses in and out of the large, irregularly shaped Civil War Heritage Area that is in the planning process in Carroll, Frederick, and Washington Counties. The Battle of South Mountain was the first battle on northern soil just days before the Civil War Battle of Antietam, and is interpreted with memorial plaques (Figure 4-46). The area is part of Maryland's first designated State Battlefield and Civil War Heritage Trail, a planned driving route. The Byway will overlap this trail from Frederick to the Middletown Valley.

South Mountain is a forested ridge composed mostly of resistant quartzite that is home to four neighboring state parks: South Mountain; Greenbrier; Washington Monument; and Gathland. The Byway passes in between Washington Monument and South Mountain State Parks.

### *VFW Golf Course*

Enjoyed for its beauty as well as its links, the VFW Golf Course is a scenic course on the south side of the Byway at the western edge of the City of Frederick (Figure 4-47).

## **Baltimore and Howard Counties**

### *Patapsco Valley State Park and Heritage Greenway*

The Byway crosses the Patapsco River Valley at the Baltimore County-Howard County line. The Patapsco Valley State Park extends for 32 miles along the Patapsco River and was Maryland's first state park. The park includes five developed recreational areas including the Avalon-Glen Artney Area, which contains the B&O Railroad as well as the remains of mills and iron works. Nearby in Ellicott City, located along the Byway, visitors can tour the B&O Museum and enjoy antique shopping and restaurants.

The Byway will cross the Patapsco Heritage Greenway, which is currently in the planning stages.

## **Baltimore City**

### *Gwynns Falls Park*

Gwynns Falls Park follows the banks of Gwynns Falls, a tributary emptying into the Middle Branch of the Baltimore Harbor. A new trail being planned for Gwynns Falls Park will cross the Byway on top of



Figure 4-46 South Mountain Battlefield, with milestone in foreground and Dahlgren Chapel in background. (photo by John Fieseler)



Figure 4-47 VFW Golf Course on the western edge of the City of Frederick. (photo by Kristin Aleshire)



Figure 4-48 View of Gwynns Falls, Frederick Avenue, Baltimore City. A greenway is planned next to the stream.

the bridge over the creek. The trail will come down the eastern side of Gwynns Falls following Ellicott Driveway, cross the Byway (Frederick Avenue), and drop down to the western bank of the tributary to park land below (Figure 4-48).

#### *The Inner Harbor*

Baltimore's Inner Harbor is the most popular destination in Maryland (Figure 4-49). Attractions include outdoor performers, numerous eateries, the Baltimore National Aquarium and Marine Mammal Pavilion, the Maryland Science Center and Davis Planetarium, the Pier 6 Concert Pavilion, historic ships, Harborplace shops and restaurants, and more. A short walk away is Oriole Park at Camden Yards and the PSiNet Stadium. The B&O Railroad Museum is also close by. The Inner Harbor serves as the eastern terminus of the National Road corridor.

### **Natural Significance of the Byway**

This section presents information about the Byway corridor's unique natural qualities.

Many of the forested ridges in western Maryland have been incorporated in part into state parks, state forests, and wildlife management areas. These features, in addition to existing and proposed trail crossings, have been covered in the preceding section.

Two magnificent natural features of note along or near the Byway are the Sideling Hill Information and Exhibit Center, located on I-68 at Sideling Hill, and the Narrows, located northwest of Cumberland, described below.

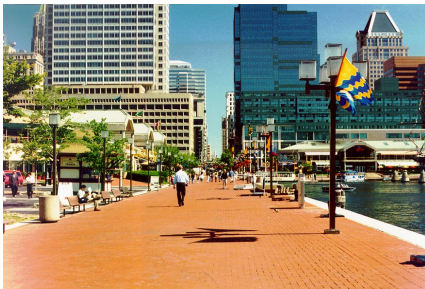


Figure 4-49 Baltimore City's Inner Harbor

#### ***Sideling Hill Information and Exhibit Center (I-68)***

In 1983, two miles north of the Scenic Route 40 (the Byway), highway engineers began the construction of I-68 through, rather than over, Sideling Hill. The monstrous cut resulted in nearly 850 feet of exposed rock that is the most magnificent example of its kind in the northeast. A four-story exhibit center was created to interpret the geology for visitors.

#### ***The Narrows***

The National Road was rerouted through the Narrows in 1834 because the original grade that traversed Wills Mountain was too steep. It was easier to take the "water-level route" up Mechanic Street through the Narrows and beyond. A good six-horse hitch could make this grade relatively easily with a few stops to let the team rest.

The Narrows is an unusual geologic formation northwest of Cumberland that provides a pass through the Allegheny Mountains. Wills Creek runs north-south through the Narrows, creating the narrow gorge through Wills Mountain. The area is preserved as Wills



Figure 4-50 View of Lovers Leap at the Narrows





Mountain State Park (Figure 4-50), the only “vertical” state park in Maryland. “Lovers Leap,” named after an ill-fated romance involving an Indian princess and her non-Indian suitor (in one version of the story at least!) is currently open during the day and can be accessed for spectacular views of the Cumberland Valley.

### ***Stream Valley Corridors***

Several counties in Maryland have adopted aggressive stream valley protection programs to ensure greenway protection along designated streams, as development occurs. Refer to Chapter 5, page 5-6 for a listing of designated greenways that intersect with the Maryland Historic National Road Scenic Byway.

In addition to the numerous fishing opportunities found in the state parks and forests mentioned on the previous pages, fishing opportunities are available on or near the Byway at the following locations:

- Casselman River, Casselman River Bridge State Park, Garrett County;
- C&O Canal, east of Hancock (boat launch), Washington County;
- C&O Canal, near Exit-5 of I-70 west of Millstone, Washington County; and
- Wilson Bridge, in Washington County.